

MONTANA AERONAUTICS COMMISSION



Volume 18—No. 7

July, 1967

TRAVEL BY AIR TO WEST YELLOWSTONE

FRONTIER AIRLINES SCHEDULE

Flight No.	From	Arrives at West Yellowstone
530	Denver	1:50 p.m.
31	Billings	2:45 p.m.
528	Denver	5:23 p.m.

Flight No.	To	Departs From West Yellowstone
529	Denver	2:15 p.m.
527	Denver	5:40 p.m.
32	Billings	5:40 p.m.

★ ★ ★

WESTERN AIRLINES SCHEDULE

Flight No.	From	Arrives at West Yellowstone
8	Salt Lake City	11:21 a.m.
26	Los Angeles	12:40 p.m.
12	Los Angeles	3:24 p.m.
23	Great Falls	4:46 p.m.

Flight No.	To	Departs From West Yellowstone
9	Salt Lake City	11:40 a.m.
26	Great Falls	12:50 p.m.
7	Salt Lake City	3:50 p.m.
23	Salt Lake City	4:56 p.m.

★ ★ ★

GENERAL AVIATION

Big Sky Aviation, Inc., located on Yellowstone Airport offers complete aircraft servicing and maintenance. All Texaco jet and aircraft fuels. Tie-Down Area. UNICOM (122.8 mc).

RECREATIONAL AIRPORTS LISTED IN F & G GUIDE

Airports and airstrips adjacent to some of the State's finest fishing and hunting areas are listed in the latest "Montana Hunting and Fishing Guide." The Guide, published by the Montana Fish and Game Department, gives complete information on the regulations—equipment—areas and species of Fish, Birds, and Big Game. It includes tips and data on boating and camping—the Wilderness and Primitive Areas—State and National Parks and Forests.

Pilots planning a flying vacation to Montana for fishing and hunting may request copies of the Guides when writing for an Aeronautical Chart and/or Directory to: Montana Aeronautics Commission—P.O. Box 1698, Helena, Montana 59601.

USER CHARGES

REMINDER: Deadline for comments on the proposed airman certification system and fees (Docket 1127, Notice 67-17 and Docket 8114, Notice 67-18) is July 18, 1967!

Refer comments to:
FAA Rules Docket, GC-24
800 Independence Avenue S. W.
Washington, D.C. 20590

HUGHES AND ANTHONY REAPPOINTED TO COMMISSION

Governor Tim Babcock reappointed Mr. Jack R. Hughes and Mr. Clarence R. Anthony to four year terms as members of the Montana Aeronautics Commission. The two terms will run to June 23, 1971.

Commissioner Jack Hughes



Jack R. Hughes, representing the Flight Operators on the Commission was appointed by Governor Babcock to his first four-year term in 1963.

Jack began his flying career in 1934—joined Johnson Flying Service in

(Continued on page 3, Col. 1)

**Official Monthly Publication
of the
MONTANA AERONAUTICS
COMMISSION**

**Box 1698
Helena, Montana 59601**

Tim Babcock, Governor

Charles A. Lynch, Director

**Carl W. (Bill) Bell, Chairman
Jack R. Hughes, Vice Chairman
Peter H. Black, Secretary
Clarence Anthony, Member
E. B. Cogswell, Member
Gordon Hickman, Member
Walter Hope, Member**



**AVIATION EDUCATION
HIGHLIGHTS**



**By C. R. "Ron" Adams
Supervisor of Aviation Education**

With the closing of the fiscal year near at hand, I think it would be appropriate to review the activities in aviation education, especially since this coincides with the completion of my first year as Supervisor of Aviation Education.

During the last year our programs underwent some revision, experienced expansion and suffered setbacks. Taking everything into consideration, though, I think the last year has been one of success for aviation education in Montana schools.

Montana Flying Classroom was unquestionably our most successful program. The first one was conducted at Malta High School in the spring of 1962. From that time to the start of the 1966-1967 school year, thirteen schools and 292 students, plus a number of adults, had participated.

The 1966-1967 school year found us flying 142 students from five Montana high schools. The acceptance and popularity of this program is reflected in the fact that the program is filled for the 1967-1968 school year and lacks but one school for a full schedule in 1968-1969.

Indicative of the flying classroom's

acceptance is that approximately one-third of the schools that have participated now conduct their own flying classroom. It appears that this figure will increase during the next school year.

The number of high schools that taught an aviation identified course dropped to seven. Although there was a decrease in number, I thought the quality of the classes was very good. The really satisfying aspect is that each school, with one exception, has offered its aviation science course for a number of years. The administration, school board, students and faculty alike feel that it is a valuable and essential part of their curriculum.

The interest in this course at the secondary level during the last school year has been very gratifying. One high school will be teaching aviation science next year for the first time. Two other high schools may possibly put the course in their curriculum next year if the administrative details can be worked out.

The 1968-1969 school year appears at this time to hold even more promise for the aviation science course.

Even though the number of schools that offered an aviation science course decreased, the number of students enrolled showed a marked increase. This was due in a large part to the Montana Aeronautics Commission appropriating sufficient funds to provide each student with three hours of flight experience/training. We are hopeful that this phase of the program can be continued, perhaps not on as large a scale, but continued in some manner.

The Greenfield Community School at Fairfield conducted for the second year a one semester course in aviation and aerospace science for their eighth graders. To my knowledge, no other eighth grade in the State offers this course on a semester basis. Although I have not personally observed this class, all reports I have received indicate that it is a highly successful undertaking.

At this writing, our Aerospace Education Workshops are in full swing. The State Department of Public Instruction and the Montana Aeronautics Commission are cosponsoring four of these workshops at various units of the University System. We have also been assisting the College of Great Falls in their workshop activities.

There are over one hundred students participating in these work-

shops, which is about average for the past few years.

We have made some minor changes in our workshops which we felt would add to the overall program. We are utilizing more resource people from within the State for we are fortunate in having a large number of high caliber individuals in the field of aviation and education in Montana.

The elementary and intermediate levels enjoyed a banner year too. However, we heard of these "second hand" and we would much rather hear from the teacher or the school. This way we can let people and schools know what you are doing through local publicity.

During the last year, three of Montana's flying organizations have pledged their support in aiding and promoting aviation education. The Montana Ninety-Nines has been a great help to us in our workshop program,—the Montana Pilots Association has voiced its support and is forming a committee on aviation education and the Montana Flying Farmers has continued its fine work in promoting aviation education for our young people.

I was able to visit many of the schools around the State, those with an aviation science course and those without one. I have spoken to school boards, faculties and service clubs about our program. The speaking schedule has been lighter than I would have liked to have it, so I am hoping there will be an increased demand in the coming year. After all, the only way we can tell our story and plead our case is to get out and show what is available and discuss it.

Next year we have more innovations and programs we hope can be put into effect. Some are new, some are old projects, but all of them have merit in our estimation.

I am hopeful that as the next year progresses I can report to you, through this column, the continuing strides forward of aviation education. Through your continued support, we feel that Montana will have a bigger year next year.

It takes more than 26,000 years for light (which travels at 186,000 miles each second) to travel from our sun to the center of our galaxy, or the system of stars of which our sun is a member.

COMMISSION REAPPOINTMENTS

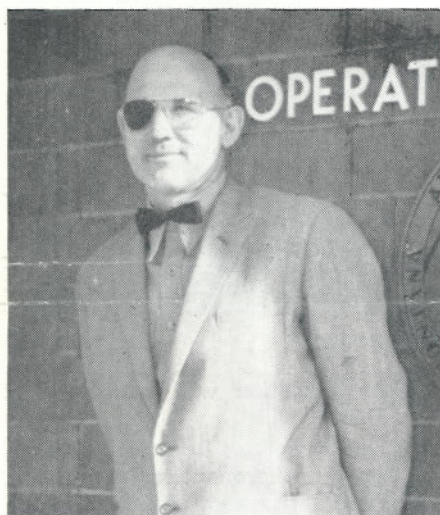
(Continued from page 1)

1940 and was assigned as their Chief Pilot in 1946.

Jack holds a commercial pilot single /multi-engine and helicopter license with the following ratings: flight instructor (fixed wing and helicopter), instrument, DC-2, D-3, Ford 5, Grumman TBM and parachute rigger. He is a designated FAA Examiner (airplane and rotorcraft). Receiving his 'copter license in 1948, Jack became the first licensed helicopter pilot in Montana.

Jack has been interested in all phases of aviation and active in all of Montana's Aviation organizations—serving as President of the Montana Aviation Trades Association 1963-1964.

Commissioner Clarence Anthony



Mr. Anthony received his first appointment as Education representative on the Commission in 1959 and served as Chairman for the fiscal year 1961-1962. Clarence Anthony has a broad background in both the Aviation and the Education Fields. He was a teacher for approximately 25 years including teaching at the State University at Bozeman, and spent 33 months as maintenance instructor for the Army Air Corps at what is presently Malmstrom AFB. For a number of years, Clarence taught Mathematics in the Helena Senior High School and Power Plant/Aircraft in their Department of Aeronautics and Related Trades. In 1963 he became the Supervisor of Technical Education for the Department of Public Instruction.

If you think swimming improves the figure, take a look at a duck.

FAA INSPECTORS' CORNER



By Lee C. Mills
Supervising Inspector GADO #9

The General Aviation Inspection Aids Summary is an FAA publication that has been in existence for several years. It provides the aviation community with a uniform means for interchanging service experience that may improve the durability and safety of the aircraft.

If you are interested in the airworthiness of your aircraft, you should obtain this publication. It is available from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402 for \$1.50.

Starting July 1, 1967, the FAA will implement an additional system to augment reporting field maintenance irregularities or difficulties. This new system will employ modern computer methods for gathering data, analyzing it, and identifying areas in the maintenance system where safety action is needed.

Essentially the information will be collected by the field inspectors during surveillance and will consist of a brief report form completed by the inspector to record unsatisfactory conditions found in the general aviation fleet. These findings will be forwarded to our office in Oklahoma City where they will be recorded in an Automatic Data Processing System (computer). The computer through the use of its memory system will be able to identify adverse trends on a particular product. When an adverse trend is identified, the second stage of the system is initiated. The inspector is directed to conduct surveillance in certain areas. These results are then sent to the analysis center where they are consolidated and forwarded to the responsible Regional Office for whatever action is needed. Possibly this action may consist of a coordinated effort by the FAA and the related factory for the issuance of a Service Letter, Service Bulletin, or possibly issuance of an Airworthiness Directive.

This method should assist the industry in Montana by providing prompt, complete inspection data for the use of industry personnel to con-

duct their inspections. Your assistance will be requested by the inspector during his routine surveillance visits to your area.



CALENDAR

June 26-July 19, Bozeman—Montana State University Aviation Education Workshop.

July 6, Helena—Bid opening for Yellowstone Airport-Apron Project and Stanford's new airport.

July 8, West Yellowstone—Monthly meeting of the Ladies 99's. 9:00 a.m. (approximate time).

July 13, Helena—Public Hearing on Chapter 122 of the Session Laws (Senate Bill 126) Commercial Air Operators Insurance Law, 10:00 a.m., State Highway Department Auditorium.

July 14, Helena—Montana Aeronautics Commission's monthly meeting.

July 17, 18, West Yellowstone—Western States Aeronautics Directors' Conference.

July 22, 23, Benchmark Airport—Dedication. Fly-in and over-night camp out. (See Article).

July 25, Salt Lake City, Utah—Salt Lake City-Las Vegas-Southern California Service Case.

August 6, Sidney—Air Show featuring Don Pittman, Aerobatic (See Article).

August 7, Helena—Montana Airport Management Association Board of Directors meeting.

August 13, Lincoln—Fly-in sponsored by the Lincoln Lions Club.

August 20, Anaconda—Dedication Ceremonies. (Alternate Date: August 27th).

August 26, Northwest Section Air Race—Ladies 99's.

East Start: Bozeman, Montana

West Start: Pendleton, Oregon

TERMINATE: Pocatello, Idaho

September 25-28, Oklahoma City, Oklahoma—National Association of State Aviation Officials annual convention.

October 6, 7, 8, Glendive—Montana Flying Farmers Fall Convention.

JULY 1907—Aeronautical Division established in Office of Chief Signal Officer, U.S. Army, thereby marking the beginning of an Army Air Force.

99s AIR GAMES OF 1967 OPEN TO ALL LADY PILOTS

Sponsored by the Northwest Section of the Ladies 99s Inc., THE "WOMEN'S AIR GAMES, 1967" is open to all licensed women pilots who wish to enter. The Air Games will be a navigational and general flying knowledge and skill contest.

Montana Chapter's, Co-Chairmen Winifred "Pud" Lovelace and Kay Widmer have released the following details: The Contest will be flown in two divisions, East and West.

The Eastern Division will start at Gallatin Field, Bozeman, Montana at 7:30 a.m. Mountain Daylight Time on August 26th. All contestants must arrive at Gallatin Field by noon on Friday the 25th.

The Western Division will start at Pendleton, Oregon at approximately the same time.

Both Divisions will finish at Pocatello, Idaho.

The Contest courses will remain a secret until the contestants are presented their flight kits immediately prior to start time. There are no limits on horsepower or age of aircraft. Pilots may take a co-pilot and/or guest, however, all participants must be women.

Information, entry blanks and reservation cards will be mailed to all 99 members in Montana, Wyoming, North and South Dakota, Alberta and Saskatchewan, Canada.

All others interested in participating in the Air Games may obtain the mailing by contacting—Kay Widmer, 414 South 9th in Bozeman, Montana 59715.

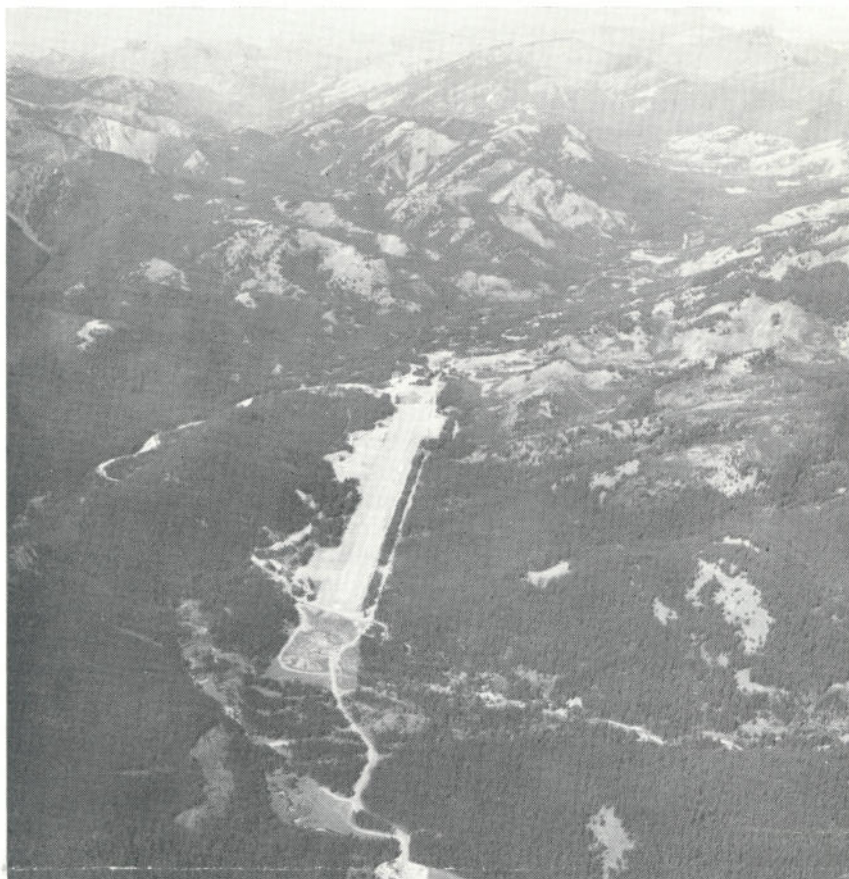
STATISTICS

Will your **first** accident be your **last** day alive?



	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 As of this Date	36	16

BENCHMARK DEDICATION PLANS



BENCHMARK AIRPORT

Dedication of the new 6,000 foot paved airfield at Benchmark will be held on Sunday, July 23rd.

Mr. George N. Engler, Supervisor of the Lewis & Clark National Forest has announced that all plans are being completed for the dedication and that the public is cordially invited. All pilots and guests are urged to attend and make this the largest dedication ever.

The airstrip, located on the Lewis and Clark National Forest, is within 5 miles of the 950,000 acre Bob Marshall Wilderness area and was cooperatively planned and financed by the Montana Aeronautics Commission, The Federal Aviation Administration and the U.S. Forest Service. Mr. Engler accents that the new airfield will facilitate administration of the National Forest Lands, serve as a jumping off point for hunters, hikers, fishermen and riders coming to the Wilderness Area and will aid in more effective fire detection and suppression in this rugged country along the Rocky Mountains.

The Dedication will commence at 2:00 P.M.

Speakers Roster: Representatives of the Montana Aeronautics Commission, the Federal Aviation Administration, the Montana Pilots Association, and the Dedication Address will be given by Regional Forester, Neal M. Rahm.

Honored Guests: Governor Tim Babcock; Representatives of State, Federal and County Governments; Representatives of the participating Organizations.

Noon to 4:00 P. M.—Displays of Smoke Jumper and aerial fire fighting equipment. A local outfitter/packer is scheduled to display riding and packing stock and a variety of the equipment that is available from licensed outfitters for recreational trips into the wilderness area.

A number of persons are planning to arrive at Benchmark on Saturday and camp overnight in this beautiful wilderness setting. There are three Forest Service campground picnic areas all convenient to the airstrip. Tentative plans are being made for

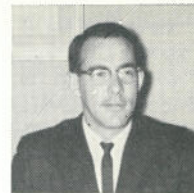
a noon barbeque on Sunday. UNICOM will be available.

The Montana Pilots Association will register all visitors and various prizes

will be awarded.

Come by plane or automobile—horseback or hike in—But do come to Benchmark on July 23rd.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Kalispell General Hospital Heliport

The Airport Division has completed the plans and specifications for the construction of a hospital heliport for Kalispell. The heliport will be located on the ground of the Kalispell General Hospital. This will be the first certified hospital heliport in the State of Montana, and the first under the Aeronautics Commission's Hospital Heliport Program. Advertisement for construction will be made late in July, and any interested contractors should contact this office for a set of plans and specifications. Heliports for Deer Lodge and Galen will be numbers two and three in this program.

Havre Omni

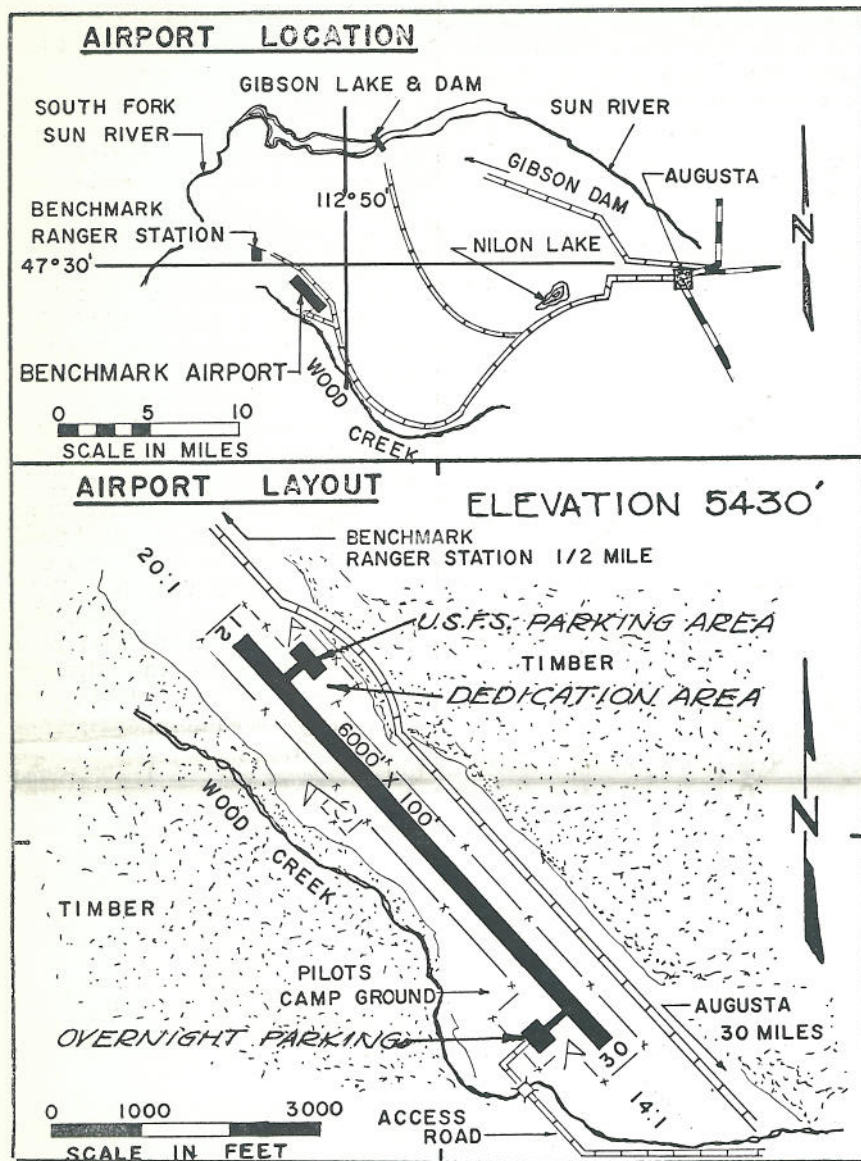
Plans are now in the development stage for the installation of a Terminal VOR for the Havre Airport. This office has had to do a great deal of planning and paper work on this facility in coordinating with the FCC, the FAA, and Electronic Manufacturers.

Libby

Lincoln County and the City of Libby have now formed a joint City/County Airport Board to administer the new airport proposed for Kelly Flats to serve that area. Lincoln County has placed a one mill levy for the airport, and a request for aid has been submitted to the FAA. Preliminary estimates indicate the approximate construction cost of the new airport to be \$268,000. The Corps of Engineers are vitally interested in this project, and may grant \$119,000. The remainder of the airport costs will be made up between the sponsor and the Federal Aviation Administration.

Cascade

An airport planning meeting was held in Cascade on June 15, and it is now planned that the town of Cascade will sponsor a general aviation utility airport through the Aeronautics Commission's Airport Program. The town



FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING

Airport	July	Aug.	Sept.
Culbertson		2	
Glasgow	12		13
Glendive	26		28
Great Falls	6	10	7
Lewistown		30	
Miles City		31	
Missoula	20	24	21
Sidney	13		27

NOTE: Provisions have been made to give private, commercial and flight instructor and instrument written examinations, ON

AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

HEARING REMINDER:

The Montana Aeronautics Commission will conduct a public hearing in accordance with Chapter 122 of the Session laws of the fortieth Legislative Assembly, 1967, (Senate Bill No. 126) requiring all commercial air operators to procure and maintain liability insurance, on July 13.

The hearing will be held in Helena, Montana, at 10:00 a.m. in the Montana State Highway Department Auditorium, Scott-Hart Building, located on the Capitol grounds.

proposes that the airport location be east of town on the opposite side of the Missouri River. A long range plan of this area shows that various groups would like to develop a recreation site, a golf course, T-Hangars, and home sites adjacent to the proposed new airport.

Stanford

Bids will be opened at the Capitol Building in Helena, at 10 a.m., on July 6, for the construction of a new general aviation utility airport for Stanford and Judith Basin County.

Yellowstone

July 6, is the bid opening date for construction of a 250'x500' paved aircraft parking apron at the Yellowstone Airport. Bids will be opened at 10 a.m. at the Capitol Building. This is a MAC/FAA project.

Drummond

For many years the airport near Drummond has been extremely difficult to locate by even the most experienced pilots. Recently an aircraft flying cross-country from Great Falls to Seattle was forced to make an emergency landing in a farmer's field merely because he could not find the Drummond runway. The aircraft suffered considerable damage. Granite County recently purchased runway markers from the Aeronautics Commission, and the MAC crew completed the installation of the fiber-glass cone markers in mid-June. A segmented circle and wind cone were also placed on the airport. The airport is now fully marked and a pilot has reported that he could now spot the Drummond Airport from a distance of ten miles.

Wolf Point

Bids were opened in Wolf Point on May 31, for a runway extension and paving project for the Municipal Airport. The low bidders were: Thomas Construction and Midland Electric, both from Billings. The total construction bid was \$127,000. Roosevelt County will be doing some major excavation work on the project prior to the contract. It is planned to have this airport project completed later this year.

Airport Management Association

Several Montana Mayors and Airport Commissions met with the Board of Directors of the Montana

Airport Management Association in Lewistown on June 14. The purpose of the meeting was to discuss the negotiating procedures and lease arrangements with airlines doing business at the 15 air carrier airports in Montana. The Montana Airport Management Association will assist any airport board or community by providing an advisory committee for working on contract negotiations. The advisory service will be available on request.

Airport Improvement Loan Status

The following loans are approved and will be disbursed immediately. These are old-loan approvals, and carry no interest:

Choteau \$15,000
Laurel \$19,644
Glasgow \$150,000
Sidney \$100,000

Loan Applications Approved at a 3.5 Per Cent Interest Rate:

Billings, application for \$494,440; MAC approved \$100,000 which will be available November 1, 1967, or sooner.

Bozeman, loan application for \$252,699, MAC approved \$30,000 which will be available January 1, 1968, or sooner.

Dillon, loan application for \$5,000 which was approved, and will be available January 1, 1968, or sooner.

Chinook, loan application for \$7,000 which was approved, and will be available February 1, 1968, or sooner.

Applications on File:

The following airports have submitted airport improvement loan applications which are pending Commission action at the quarterly loan review meeting, which will be held in September:

Butte, \$10,000; Butte, \$10,000; Butte, \$9,629; and Livingston, \$18,000.

FRONTIER REPORTS PASSENGER TRAFFIC INCREASES

Nine Montana cities served by Frontier Airlines boarded a total of 3,998 passengers, an increase of 13%. Locations showing an increase were: Billings—2,204 passengers, an increase of 16%; Glendive—75 passengers—up 15%; Great Falls—1,071 passengers—up 16%; Sidney—154 passengers—up 54%; and Wolf Point—60 passengers—up 11%.

A CASE IN POINT

**By Charles A. Smith
Commission Attorney**

"WRONGFUL DEATH— PILOT'S NEGLIGENCE"

This action arose as a result of the crash of a corporate aircraft which killed one of the passengers. The suit was filed against the corporation by the executor of the deceased's estate on behalf of the widow and two children.

On the day of the accident, the corporation pilot and his passengers, corporation employees, were returning to their home base. The trip had been postponed on several occasions on that day due to bad weather. There was some uncertainty as to whether or not the flight would be made at any time during the day in question. Later in the afternoon, the pilot notified his passengers that the weather was getting better and that the flight possibly could be made at about 3:00 o'clock p.m. The aircraft with the pilot and passengers took off from the airport under an instrument flight plan at 3:25 o'clock p.m. on the afternoon of January 22nd. The pilot had secured certain weather information on reaching the airport, and a further weather check was made by him just before take-off. It is undisputed, however, that shortly after takeoff ice was encountered which steadily built up on the aircraft and which all witnesses agree was the proximate cause of the crash at an alternate airport during the return trip.

One of the passengers testified that immediately after take-off, upon entering the clouds, light ice began to develop on the windshield. After the plane reached an elevation of 400 feet, ice continued to build up rapidly on the leading edges of the wings, on the windshield, and on the engine nacelles. This witness indicated that the propellers were throwing off chunks of ice which "banged" against the sides of the fuselage. By the time the plane had reached approximately the halfway point between the airport of departure and the airport where the crash occurred, the ice had reached a thickness of 5 or 6 inches. At this point the pilot called a nearby airport, reported the icing, and requested and received permission to descend from 4,000 to 3,500 feet. The plane finally broke out of the overcast at about 2,700 foot elevation. At this lower elevation ice on the plane began break-

ing off, but chunks of ice could still be seen on the leading edge of the left wing, one of which was 1 foot in length. Because a view from the cockpit could be had only forward and with but a short view to the sides, neither the pilot nor the passenger who testified could make any observation as to the quantity or extent of ice on the plane's controls and other surface areas in back of the cockpit. However, the pilot flew past the alternate airport and turned south indicating to the control tower that he would take a look toward the airport of his destination, to determine whether he could continue his flight VFR. Upon sighting cloud formation, he returned to the alternate airport. The control tower cleared the plane for a landing on Runway 24. On the final approach the pilot decreased power, and the plane went into a nose-dive and stalled. He then increased power, and the plane recovered. The pilot indicated in his testimony, however, that on his final approach, especially in the turns, his controls felt "mushy." Continuing his approach he again decreased his power, and the plane nose-dived and crashed to the earth, killing one of his passengers. At least two witnesses observed both stalls of the aircraft and the impact at the time of the crash. One witness was a licensed pilot. He observed the final approach and the two stalls as well as the crash. His testimony was that the right wing first struck the ground, and the plane crashed just short of the paved portion of the runway. Some three witnesses got to the aircraft immediately after the crash. One of these testified that the pilot told him at the scene and before the pilot was removed from the plane that the "Plane iced up and he couldn't hold it" and "He had made a bad one." These witnesses and others testified as to pieces of ice scattered about in a general area within a 50 to 100 foot radius of the point of impact. The manager of the airport stated that the ice was concentrated over about a 100 foot radius of the impact site, and that most of the ice was leading edge ice. Photographs were made of pieces of the ice by the employees of the FAA, and these pictures were offered in evidence.

The court conceded that in checking weather information and especially weather forecasts, allowances must be made for uncertainties. Nevertheless,

the court felt that the pilot had available to him at the departure airport extensive weather information which should have indicated to him that in the area between the departure airport and the alternate airport icing conditions would very likely be encountered. The court found that the pilot was aware that ice will form on an aircraft when the temperature is 32 degrees Fahrenheit or less and the aircraft is flying through precipitation such as clouds. The court felt that in this case the pilot either ignored or chose to disregard important weather advisories issued by the U.S. Weather Bureau. Several such weather advisories were introduced as evidence during the trial one of which was an Advisory to Light Aircraft and indicated moderate turbulence below 8,000 feet and a chance of moderate to severe turbulence and a thunderstorm located nearby. It also indicated moderate to heavy clear icing and precipitation on the air route between the departure airport and the aircraft's home base. The court concluded from observing the pilot on the witness stand and listening to his testimony, that he failed in his duty to adequately avail himself of the information as to weather conditions with which he would be confronted on his contemplated flight.

In the opinion of the court, the negligence of the pilot commenced at take-off and continued throughout the flight and even occurred during the landing. The court felt that it was significant than on coming out of the clouds and descending to approximately 2,200 feet over the airport the plane was rapidly losing its ice. No doubt had the pilot continued to circle the airport for several more minutes a safe landing could have been made, but he had no way of knowing exactly the quantity of ice on his plane. From the evidence it was undisputed that ice on an aircraft during flight is dangerous in that it interferes with the controls, but the extent of that interference is not known until an actual landing is attempted. In this case, the court held the defendant to the rule of ordinary negligence. The court stated the duty and measure of care required of a private carrier of passengers by air as the duty to exercise ordinary care to prevent injury to the passengers.

Applying the rule of ordinary negligence, the court did not hesitate to find that the pilot failed in his duty

to exercise reasonable care in making his plans for his flight, and thereafter during the course of his flight in failing to return to the airport of departure when he had the opportunity to do so. Accordingly, the plaintiff was awarded damages for wrongful death in the amount of \$149,920.

CHILDS WINNER OF PHOTO CONTEST

Glen Childs of Helena submitted Montana's winning photo to the Ninety Nines, Inc., Photo Contest. The photo is of Montana's impressive Chinese Wall, a portion of the Continental Divide, located on the eastern border of the Bob Marshall Wilderness Area.

The photo was taken in the early morning, approximately 90 miles N.W. of Helena as the Childs family were on their way to a camping trip in their Stinson 108-3.

Shown below is the black and white reproduction of the winning photo. All photos submitted had to be aerial pictures in color.



GLEN CHILDS'S PRIZE WINNER

The prize winning photograph from each state, together with an invitation from each Governor will be included in the 99s invitation folio "See the USA." The folios will be presented to the overseas 99s who in turn will present them to representatives of their respective governments. Another set will be sent on a world tour under the sponsorship of the U. S. Travel Service while several will become permanent displays in National museums.

JOY LUECK OBTAINS HELICOPTER LICENSE



HELICOPTER PILOT—Joy Lueck

Mrs. Robert "Joy" Lueck became Montana's first woman pilot to obtain a Helicopter License. Joy has an impressive flying record to date having obtained her Private License in May 1963—Multi-Engine Rating in 1965—Commercial License (Fixed-Wing) in July 1966. She commenced her instruction in the Helicopter at Johnson Flying Service in April of 1967 and after only 25 hours of flight time received her Helicopter/Commercial on May 31st, 1967. She is presently working on her Flight Instructor Rating in the Helicopter.

Joy, a busy mother of three children, is a full time employee of her husband Bob's flight operation, Missoula Skyflite. In addition to her office duties, Joy has flown numerous charter flights, including the long haul of ferrying an aircraft from Vero Beach, Florida, to Montana.

An active member of the Montana 99's, Joy was third place winner in their Air Race of 1965.

Joy describes the Helicopter as "Fascinating and Fun"—she names it her number one preference in aircraft, stating that "you can see so much and enjoy the country side more."

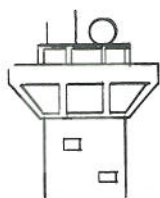
An interesting note is that the first Montana Woman pilot (Joy) to obtain a helicopter license was checked out by Montana's first licensed helicopter pilot (Jack Hughes).

All Montana aviation can well be

proud of this lady pilot's accomplishment and we wish to add our—Congratulations, Joy!



Montana's first licensed copter pilot, Examiner Hughes following check flight with Montana's first woman licensed pilot, Joy Lueck.



TOWER

OPERATIONS

JUNE, 1967

	Total Operations	Instrument Operations
Billings	11,586	1,652
Great Falls	11,204	1,066
Missoula	8,424	378
Helena	5,378	281

FAA INSTRUMENT PILOT EXAM-O-GRAM NO. 20

Contact and Visual Approaches

Most instrument flights terminate at airports where weather conditions are well above the instrument approach minimums. Consequently, it is often unnecessary, impractical or even inadvisable to make a complete standard instrument approach; it is more likely that pilots will—

- Cancel the IFR flight plan, or
- Request clearance for a CONTACT approach, or
- Receive clearance for a VISUAL approach.

Many applicants for Instrument Pilot Written Examinations have difficulty with questions in this area. They do not understand the difference between CONTACT and VISUAL approaches, nor are they sure of the pilot's responsibilities and status with Air Traffic Control (ATC).

WHEN AND WHY DO PILOTS CANCEL IFR DURING AN APPROACH?

After descending into VFR weather conditions at airports where no approach control service is provided, pilots often cancel their IFR flight plans because it benefits them to do so. The pilot, after cancelling, is no longer required to complete a standard instrument approach and may expedite landing by shortening the approach course. Also, cancelling the IFR flight plan allows the pilot more freedom to maneuver his aircraft for sequencing with VFR traffic. Retaining the IFR flight plan when operating in VFR weather conditions does not relieve the pilot of the responsibility of locating and avoiding other aircraft.

WHAT IS A CONTACT APPROACH AND WHEN IS IT USED?

This is an approach made by visual "contact" with the ground. It is often requested by pilots at locations having approach control service during periods of low clouds and/or poor visibility.

A CONTACT approach may be requested by a pilot on an IFR flight plan who is clear of clouds, has at least one mile flight visibility, and can maintain visual contact with the ground to complete the approach and landing. The requirements for a CONTACT approach are similar to the requirements for Special VFR. The CONTACT approach permits the pilot, while still on an IFR flight plan, to shorten the approach course or to

transition to a runway of his choice. ATC may approve the request on the basis of traffic if surface visibility is one mile or more ($\frac{1}{2}$ mile for Air Carrier flights under certain conditions). The pilot is provided separation for other IFR flights (also Special VFR) but is on his own to avoid terrain and obstructions. When the ceiling is 1000 feet or better and the visibility is 3 miles or more, IFR pilots may still request and receive a CONTACT approach. However, it is important for the pilot to remember that in this situation he must be alert for VFR aircraft in the area. The IFR pilot cannot be protected from, or may not even be advised of, VFR traffic.

WHAT IS A VISUAL APPROACH?

This is a VFR approach often assigned by radar approach control to IFR arrivals when surface weather conditions in the control zone are above VFR minimums. The purpose of the VISUAL approach is to blend IFR and VFR flights into an orderly traffic flow and landing sequence. During periods of IFR surface weather conditions at destination airports served by radar approach control, arriving flights are normally vectored to the "final" for straight-in ILS, VOR, or Surveillance Radar approach. When surface weather conditions are VFR, however, and when there is any volume of VFR traffic, IFR arrivals may be vectored into the traffic pattern to establish a landing sequence. After reporting the airport or the preceding aircraft in sight, the IFR arrival will be cleared for a VISUAL approach and instructed to contact the tower. The IFR arrival is now making a VFR approach and has the same status as other aircraft in a VFR traffic pattern.

CONTROLLED FIRING AREA FOR MONTANA

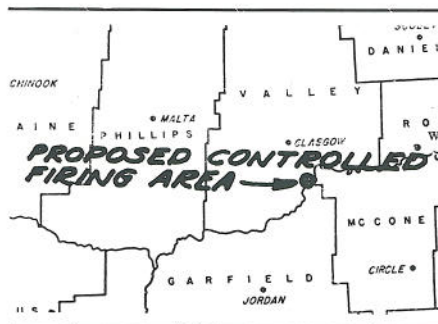
The Federal Aviation Administration has planned a controlled firing area for the Department of the Army as follows:

FORT PECK

1. Name: Fort Peck, Montana Controlled Firing Area.
2. Description:
 - a. A 2 nautical mile radius circle centered on latitude $47^{\circ} 55'50''$ N., longitude $106^{\circ}38'30''$ W. $878''$ W.
 - b. Size of Area — Approximately $12\frac{1}{2}$ square miles (nautical).

c. Altitude—2,000 feet above the surface.

3. Activities Conducted: — High explosive cratering.
4. Duration of Time—JUNE 28, 1967, through JULY 28, 1967.
5. Using Agency—Nuclear Cratering Group, U.S. Army Corps, of Engineers, Livermore, California.



DON PITTMAN TO STAR AT SIDNEY AIR SHOW

F. Don Pittman who has rocketed to the top ranks of the U.S. Aerobatic pilots in a few short years will be the feature attraction of the Sidney Air Show on August 6th. Pittman has flown professionally and performed from coast to coast of the U.S. and in Canada for the past three years.

Don will perform in his red and white Pitts Special—the specially designed aerobatic aircraft that is stressed for 12 Gs and capable of speeds up to 250 miles per hour. He can execute as many as 22 maneuvers in six minutes, all at altitudes from 10 to 1000 feet and in full view of the crowd.

Don will also give a demonstration in a J-3 Cub in which he does comedy and dead-stick acts.

AIR SHOW—2:00 until 4:00 p.m.

All aircraft arriving for the Air Show should attempt to be "on the ground" by 1:00 p.m.

FOOD CONCESSION WILL BE AVAILABLE

Don't miss this opportunity to enjoy a real family aviation day.

THRILL TO DON PITTMAN'S

AEROBATICS

BE AT SIDNEY ON AUGUST 6

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS STUDENT

Davidson, David M.—Joliet
Howard, William C.—Billings
Samuelson, Harry A.—Billings
Heizer, John W.—Billings
Beeler, Gary D.—Billings
Wyman, Tanya—Helena
Alex, John J.—Great Falls
Robinson, D.—Zortman
Core, James A.—Great Falls
Morton, James S.—Libby
Cassidy, Peter J.—Helena
Howard, Maryln G.—Libby
Elliott, Kress D.—Dillon
Little, Francis R.—Great Falls
Davies, James M.—Missoula
Danker, George A.—Hamilton
Cook, Nancy Ann—Hamilton
McKinstry, Michael L.—Lolo
Talsma, Wallace J.—Thompson Falls
Matovich, William M.—Regina
Williams, Kenneth L.—Great Falls
Fallis, Buford J.—Trego
Woods, James S.—Warm Springs
Minnehan, Joseph T.—Great Falls
Rayburn, Robert S.—Hurley, S. Dak.

PRIVATE

Shepard, Morton W.—Wilton, Maine
Keil, William D.—Powderville
Samuels, Norman—Poplar
Sullivan, Gerald A.—Lewistown
Wier, James A.—Lewistown
Burgess, Larry A.—Shoshoni, Wyo.
Pfau, William H.—Billings
Rasmussen, Richard A.—Sheridan, Wyo.
Taggart, Thomas G.—Salt Lake City, Utah
Garson, William A.—Sheridan, Wyo.
Hansen, Howard F.—Billings
Cowan, Ronald G.—Billings
Hungerford, Donald W.—Billings
Boese, Alvin O.—Bloomfield
Sinner, Richard A., Sr.—Billings
Funk, David W.—Falls Church, Va.
Wishman, Raymond—Geraldine
Burkett, John C.—Great Falls
Robert, Paul A.—Butte
Polish, Robert J.—Deer Lodge
Harvey, Arthur R.—Dillon
Van Sickle, Robinson Wm.—Great Falls
Hetrick, Douglas B.—Whitefish

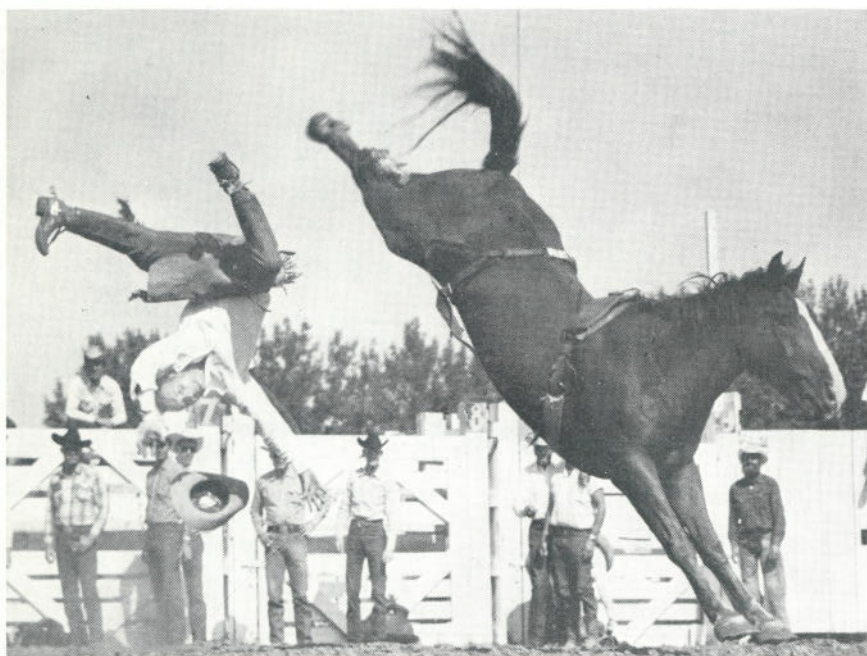
Beck, Donald R.—Deer Lodge
Gregson, Dale G.—Spearfish, S.D.
Judd, Ray H.—Red Lodge
Janz, Robert H.—Billings
Solwod, Donald B.—Great Falls
Hoffman, Dean C.—Missoula
Harden, Richard L.—Missoula
Steinmetz, Irvin G.—Zurich
Patton, Dennis J.—Great Falls

Stanton, Leroy W.—Great Falls
Hansen, Arthur L.—Missoula
BASIC GROUND INSTRUCTOR
Casey, Joseph M.—Minneapolis,
Minn.

Dufresne, Larry A. (Airframe)—
Milltown
Lorenz, Leo Jr., (Airframe)—
Helena
Eldridge, Theodore M. (Powerplant)
Missoula

New FCC rules require that the following UNICOM Stations carry the frequency of 123.0 MC: BUTTE, BOZEMAN, AND LIVINGSTON.

FLY TO A MONTANA FAIR/RODEO



The Big Sky Country, with two National Parks; over 20 State Parks and a number of National and State Monuments; Dude Ranches, abundance of camping and boating facilities and unsurpassed fishing; offers Montanans and Tourists alike the widest variety of ideal vacation opportunities.

Highlighting the summer festivities are the many FAIRS and RODEOS—examples of the “real” West and presenting a resume of Montana’s activities, entertainment and her people. It would indeed be difficult to be in Montana on a summer weekend when there is **NOT** a fair and/ or rodeo in progress.

Listed below is the schedule of fairs throughout Montana during the coming months (All of the following locations are served by an airport.)

MONTANA FAIRS

July

- 20-23—Shelby—Marias Fair
- 26-29—Lewistown—Central Montana Fair

August

- July 29-Aug. 4—Great Falls—State Fair and Rodeo
- 1-3—Scobey—Daniels County Fair
- 5-6—Dodson—Phillips County Fair
- 7-13—Billings—Midland Empire State Fair
- 10-12—Livingston—Park County Fair

- 10-13—Glasgow—Northeast Montana Fair
- 11-14—Havre—Hill County Fair
- 12-13—Ekalaka—Days of '85 Fair and Rodeo
- 14-16—Forsyth—Rosebud County Fair
- 16-20—Kalispell—Northwest Montana Fair
- 17-19—Miles City—Eastern Montana Fair
- 17-20—Deer Lodge—Tri-County Fair
- 18-20—Baker—Fallon County Fair
- 19-20—Terry—Prairie County Fair
- 20-23—Sidney—Richland County Fair
- 22-24—Chinook—Blaine County Fair
- 23-26—Missoula—Western Montana Fair
- 25-27—Glendive—Dawson County Fair
- 25-27—Fort Benton—Choteau County Fair
- 31-Sept. 3—Hamilton—Ravalli County Fair

September

- 1-3—Plains—Sanders County Fair
- In addition to the many rodeos held in conjunction with the fairs, rodeos (large and small), are held throughout the state weekly.
- Following are only a few more suggestions of Montana’s Western Style events for your “MUST SEE” list.
- July**
- 7-10—Browning—North American Indian Days

- 15-17—Polson—Diamond JayCee Rodeo

August

- 4-5—Helena, Last Chance Stampede
- 12-20—Red Lodge—Festival of Nations
- 25-26—Bozeman—Annual Roundup

DID YOU KNOW THAT—

KLM Royal Dutch Airlines is the only airline that has flown every model of Douglas transport aircraft, from the DC-2 through the DC-9.

Satellite data reveal that about 40 to 50 per cent of the earth’s surface is covered by clouds at any one moment.

The Apollo spacecraft has 15 miles of wires aboard.

It costs about \$1,000 an hour to fly a B-52 eight-engine bomber.

JULY 1, 1922—According to the Postmaster General’s report, the Air Mail Service now has 70 planes in good flying condition.

ATTENTION ALL REGISTERED MONTANA PILOTS!

The Montana Pilots’ Flight Plan Service Is For You!
File/Close Your Flight Plan By Collect Call—Free!

When taking off from, or landing at, an airport within the State of Montana that does not have a FAA Flight Service Station—place a collect call to your nearest FSS and state; “This is a Collect Call—Montana Pilot Flight Plan.”

GIVE THE FSS COMMUNICATION Your **Current** Montana Registration Number and your name—then File or Close your Plan.

(Please avoid calling at 15 or 45 minutes after the hour during the weather broadcasts.)

REMEMBER—The Flight Plan Service is a “Use It or Lose It Service.”

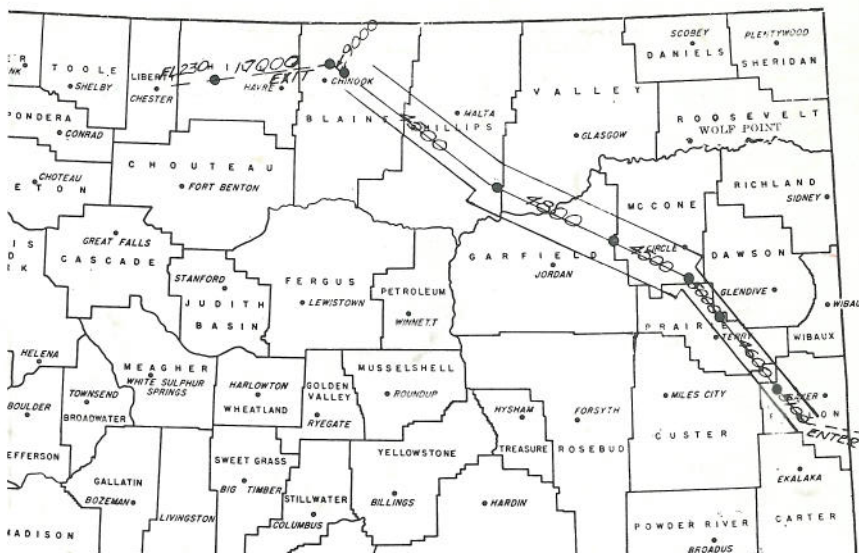
ALWAYS FILE A FLIGHT PLAN
—BE SURE TO CLOSE IT—
USE YOUR MONTANA FLIGHT PLAN SERVICE

OIL BURNER/SLEDGE HAMMER

The route depicted, the Sledge Hammer RBS Express Oil Burner Route has been in effect from April 3, 1967, and will continue through September 23, 1967.

Listed below are the airports, airport altitudes, Sledge Hammer route altitudes, and the height above ground level of the aircraft as they pass over or near the Montana airfields.

	Apt. Alt.	Route Alt.	Terrain Clearance
Chester	3,167	23,000	
Chinook	2,410	4,500	2,090
Circle	2,424	4,500	2,076
Harlem	2,560	4,500	1,940
Jordan	2,637	4,500	1,863
Malta	2,280	8,000	5,720
Terry	2,260	4,600	2,340



MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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July, 1967